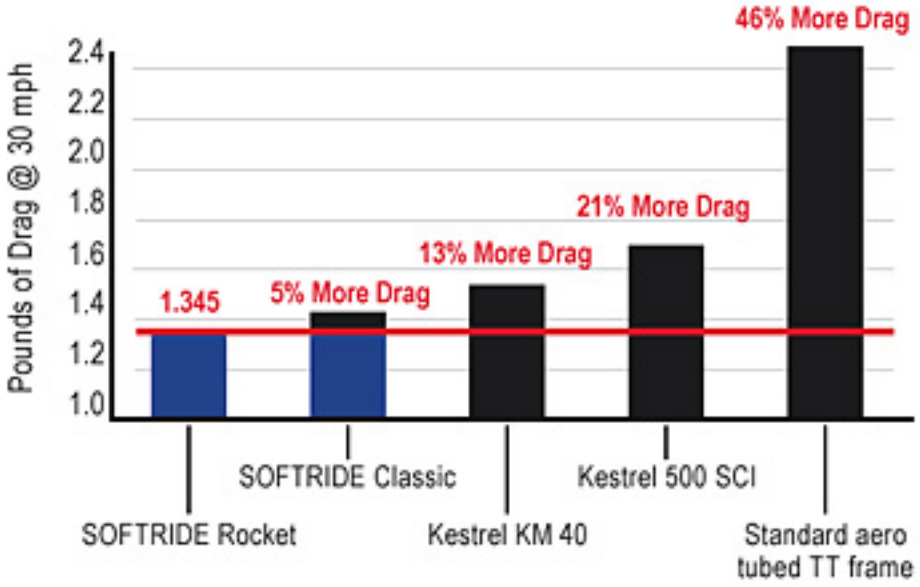
AERODYNAMICS

VEHICLE AERODYNAMICS:

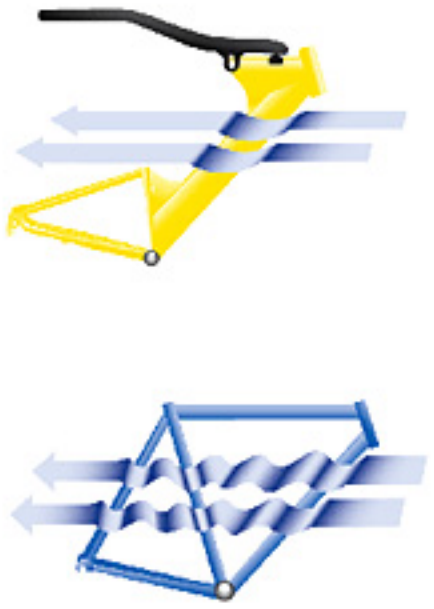
The rider accounts for over 2/3rds of the drag the entire vehicle must overcome. This makes the rider's positioning crucial to overall aerodynamics and this is where Softride really separates itself from other aerodynamic frame options. Softride technology isolates the rider from road shock, even over rough roads or large surface variations like railroad tracks. This allows the rider to stay tucked into an efficient aero position longer and in greater comfort.

Years ago, Softride was one of the first companies to go to the Texas A & M wind tunnel with aero guru John Cobb. We learned a lot about boundary layers, yaw angles, aspect ratio and laminar flow that we used to create more aerodynamic frames. Beyond all these improvements, what we verified is something that is more common sense than actual science. Softride lacks two major airflow disturbers that virtually all other designs have at least one of - a seat tube and/or stays that extend all the way to the seat juncture. Not having material in high airflow areas drastically lowers the likelihood of turbulence and lowers the drag coefficient. By eliminating the need for long stays or a seat tube, Softride reduces the surface area, from both the front and the sides. This maximizes the frame's aerodynamics without compromising other key variables in the process.

Wind Tunnel COMPARISON



Wind tunnel tests were conducted by John Cobb at Texas A & M's low speed wind tunnel facility in College Station, Texas. Results are an average taken from four distinct yaw angles.



Air-flow & Turbulence ANALYSIS